

POLICY

Roads and Streets

RURAL SEAL EXTENSION

1 Introduction

There are currently 615 kilometres of unsealed roads in the District (at 30 June 2012), 93% of which carry fewer than 100 vehicles per day and none carry more than on average 200 vehicles per day. It is difficult to justify the cost of sealing unsealed roads that carry less than about 300-400 vehicles a day on economic grounds alone.

The Council signalled in the 2012/22 Long Term Plan that it did not wish to fund seal extensions unless it qualified for subsidy from New Zealand Transport Agency (NZTA). NZTA factors for subsidy approval include road user benefits such as lower vehicle operating costs, improved travel times and improved safety, and benefits to productive land through less dust. Road maintenance costs are also a factor. To qualify for a subsidy a road with average maintenance costs must typically carry more than 300-400 vehicles per day.

When subdivisions are built on unsealed roads the developer is normally required to make a contribution towards sealing the road in proportion to the extra traffic the subdivision generates.

2 Policy Context

The Council will only seal roads where a subsidy is available either from the New Zealand Transport Agency (NZTA), or from financial contributions from subdivisions, or when privately funded.

3 Policy Objective

This policy seeks to achieve the sealing of rural roads where a subsidy is available through NZTA criteria being met; through development contributions where the total contributions amount to at least 30% of the cost of sealing; or through private funding of seal extensions based on a 50-50 cost share arrangement.

4 Policy Statement

Rural roads are defined as those with speed limits greater than 70km/hr.

The Council will only seal rural unsealed roads in the following situations:

- (a) when approved by the New Zealand Transport Agency, or
- (b) when financial contributions from subdivisions of at least 30% of the cost of sealing the road are available, or
- (c) when privately funded under the Private Funding of Seal Extension Policy (S-CP 4525).

4.1 New Zealand Transport Agency Approved Projects

4.1.1 The Council will seal all rural unsealed roads when they meet New Zealand Transport Agency criteria and are approved by the New Zealand Transport Agency.

4.1.2 The amount of funding provided by the Council will depend on the expected number of roads meeting New Zealand Transport Agency criteria, and the amount will be reviewed annually as part of the Annual Plan or LTP process.

4.1.3 Roads meeting New Zealand Transport Agency criteria will be identified on an ongoing basis and submitted to the Annual Plan process for funding allocation.

4.1.4 The options available to the Council are as follows:

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- (a) programme the seal extension in the earliest year the funding is available, or bring forward the funding to the following financial year.

4.2 Financial Contribution Projects

- 4.2.1 The Council will seal all rural unsealed roads when financial contributions from subdivisions to at least 30% of the cost of sealing the road are available.
- 4.2.2 Funding for these projects will come from the Subdivision Projects budget.
- 4.2.3 The Council will attempt to obtain subsidy from the New Zealand Transport Agency either fully or by using the contributions to offset the capital cost of the work, however the sealing will be completed whether New Zealand Transport Agency approval is obtained or not.

5 Links to legislation, other policies and community outcomes

5.1 Community Outcomes:

Transport is accessible, convenient, reliable, affordable and sustainable:

- *The standard of our District's roads is keeping pace with increasing traffic numbers*
- *Christchurch is readily accessible by cycle, car, truck, bus or train, and the communities in the District are well linked with each other*

There is a safe environment for all:

- *Crime, injury and road accidents are minimised.*

5.2 Land Transport Management Act, Government Policy Statement on Transport

6 Adopted by and date

Adopted by Council on 2 April 2013

7 Review

Review every six years or sooner on request.